



Pedestrian & Bicycle Implementation Initiative

Scope of Work

This Scope of Work for the Pedestrian & Bicycle Implementation Initiative was developed following a scoping workshop with the Transportation Commission on October 9, 2014 and internal scoping meetings conducted throughout September 2014 with staff in various divisions in the Transportation Department, the Parks and Community Services Department, and the Planning and Community Development Department. This document provides an overview of the various components that are proposed for this initiative. Each of the seven tasks will ultimately require its own discrete scope of work—to be completed after this overall scope of work is approved by the Transportation Commission and City Council—to more thoroughly elaborate on the intended assessments and outcomes of this initiative.

Task 1 – Pedestrian and Bicycle Safety Assessment and Awareness Report: The provision of a safe street environment for all users is a top priority for the City. Without safe pedestrian and bicycle facilities, the effectiveness of the City’s efforts to encourage alternatives to driving alone will be limited and some individuals will be unable to reach employment, education, health care, transit services, parks, or other public facilities. This task involves several discrete efforts related to ensuring safe conditions for pedestrians and bicyclists, including an analysis of where and why reported pedestrian and bicycle collisions have taken place in Bellevue since 2007 and public outreach seeking to identify specific locations where users experience or perceive safety issues that may have resulted in unreported incidents or “near-misses.” The task will also conduct an analysis of the existing non-motorized networks in Bellevue to identify the degree of safety/comfort that is provided to users—and which types of users are accommodated (e.g. enthusiasts, most riders, all ages and abilities)—by considering such characteristics as the presence of motor vehicle traffic (e.g. how much traffic and traveling at what speed), the amount of physical separation therefrom, and the presence of adequate street/trail lighting.

The findings from these efforts will help to (1) identify opportunities to advance any “quick wins” that could help improve pedestrian and cyclist safety, (2) offer suggestions about how to improve safety when designing new facilities and redesigning existing roadways to best accommodate the context-appropriate group of anticipated users, and (3) develop and implement education programs and enforcement campaigns that will help pedestrians and bicyclists travel safely in Bellevue and raise awareness on the appropriate way for motorists, bicyclists, and pedestrians to share the road safely.

Task 2 – Bicycle Priority Corridor Design Report: Consistent with the *2009 Pedestrian and Bicycle Transportation Plan’s* goal of completing two north-south and two east-west Bicycle Priority Corridors by 2019 (see Policy PB-2), this effort will assess the remaining gaps in these links between major nodes throughout Bellevue, including commercial, employment, institutional, residential and recreational destinations. This task will assess the range of possible bicycle facility types that could be applied along missing segments, including interim treatments as well as more permanent best practice facilities like buffered and raised bicycle lanes and it will consider the pros and cons and the associated maintenance needs of each alternative. This corridor design report will help inform the cost estimates presented in the Pedestrian and Bicycle Implementation Strategy (see Task 4).

Task 3 – Transit Master Plan Integration Report: For people traveling on foot and by bicycle, the primary consideration other than safety is whether one’s destinations can be accessed reasonably directly within a reasonable distance. As the Bellevue Transit Master Plan recognizes, all transit users are pedestrians for some part of their trip—and if potential transit users are unable to reach a bus stop quickly and reasonably directly, they are more likely to consider alternative travel modes if any are available to them—thus the provision of an accessible pedestrian network is an essential component of a useful transit system. As the City’s transit network evolves with the implementation of light rail and ridership continues to grow, it will be increasingly important to enhance the pedestrian and bicycle environment so that transit can enable more people to reach more destinations in less time.

This task will complete an analysis that began as part of the Transit Master Plan. It will first provide a quantitative assessment of how easily people beginning at any property in the city can reach their nearest transit stop using existing non-motorized networks. It will then identify which high-priority non-motorized projects would significantly improve access to transit and assess how much additional transit ridership such improvements can be expected to attract. This analysis will help to inform where the Implementation Strategy (see Task 4) should target investments to realize the greatest degree of benefit to the connectivity of Bellevue’s multi-modal transportation network and advance partnership opportunities with transit agencies to obtain grants and other funds in support of transit operations.

Task 4 – Pedestrian and Bicycle Implementation Strategy Report: This is the primary task of the Pedestrian & Bicycle Implementation Initiative to develop a scenario-based, financially-constrained strategy by which the City can actively pursue the vision established by the 2009 Pedestrian and Bicycle Transportation Plan through targeted investments in its non-motorized networks. To increase the likelihood that the strategy is implemented, it will include planning level cost estimates for recommended projects; estimates of the expected level of funding available for pedestrian and bicycle improvements given the City’s current and forthcoming budgeted projects and programs; short-, medium-, and long-term phasing of recommended improvements; and consideration of the most promising sources of external project funding. These task deliverables will inform the next round of updates to the City’s Transportation Facilities Plan (TFP) and Capital Investment Program (CIP).

To develop an action-oriented plan, a clear understanding of the financial resources that will be available to implement the proposals is necessary. Because there is considerable uncertainty about how much funding might be available in the future, the establishment of funding scenarios (i.e. Stable Resources, Moderate Growth, Aspirational Growth) provides a means to plan for this uncertainty and develop alternative implementation strategies that apply the City’s vision and goals to different potential financial situations. Coordination with the Pavement Overlay Program will help inform short-term investment opportunities, while consideration of potential funding strategies that could contribute to the implementation of pedestrian and bicycle facilities and programs in the medium- and long-term (e.g. grant eligibility, CIP competitiveness, public-private partnership and sponsorship opportunities, bond measures, crowdfunding) will lend credibility to the two growth-based scenarios.

Task 5 – Pedestrian and Bicycle Count Assessment Report: Explore available pedestrian and bicycle count technologies and emerging trends and practices that can help to establish a more complete and more reliable citywide baseline for non-motorized travel patterns. The primary goal of this task is to recommend a range of potential technologies for further study by the forthcoming ITS Master Plan update that can improve the City’s data-driven decision making. It will also investigate new methods and low-cost tools (e.g. testing prototypes developed by area universities) that could potentially be implemented in the short-term to expand the City’s capacity to conduct counts, whether at additional locations or more frequently throughout the year. Finally, the task will consider demand in two forms: (1) expressed demand through the installation of digital bicycle counters that help raise awareness about bicycle use along select corridors and (2) latent demand through the use of surveys and other public engagement strategies.

Task 6 – Bike Share Feasibility Analysis Report: The Downtown Transportation Plan (DTP) has begun to consider the potential for introducing bike share to Bellevue through an expansion of the Pronto! Emerald City Cycle Share system, the first phase of which was launched in Fall 2014 in Seattle. This task will expand the efforts of the DTP by completing a feasibility analysis that assesses the cost and potential for funding the program through a public/private partnership. The task will also identify a list of potential sites that would be suitable for bike-share docking stations. The findings of this report will inform an implementation strategy and business plan.

Task 7 – 2009 Plan Progress Measurement and Management Report: The *2009 Pedestrian and Bicycle Transportation Plan* defines specific short- and mid-term implementation objectives and identifies five measurable targets (see Policy PB-2). This task will review progress toward these established targets, define additional metrics as deemed beneficial to achieving the City’s goals, and guide coordination between various City departments—consistent with Bellevue’s *One City* High Performing Organization initiative—to manage implementation progress through consideration of “the Five E’s” (engineering, education, encouragement, enforcement, and evaluation) and promote walking and cycling. Programs should reflect the feedback that the City obtained from the Walk Friendly Communities Program administered by the Pedestrian and Bicycle Information Center and anticipate the likely feedback the City will obtain after it applies for the Bicycle Friendly Communities program administered by the League of American Bicyclists in 2015.